

### Claims

1. The split performance power train, comprising a friction wheel variable speed transmission and a planetary gear set designed as a summation set of gears, is characterized in that a first planetary gear set (2) and a third planetary gear set (4) are planned, whereby the friction wheel variable speed transmission (1), the first planetary gear set (2), the second planetary gear set (3) and the third planetary gear set (4) are coaxial and arranged consecutively in the direction of the power flow.

2. The split performance power train, according to claim 1, is characterized in that the transmitted power in the friction wheel variable speed transmission (1) over the first planetary gear set (2) is transmitted coaxially through the friction wheel variable speed (1) to the second planetary gear set (3).

3. The split performance power train, according to claim 1 or 2 is characterized in that the third planetary gear set (4) is arranged at the side of the output.

4. Split performance power train, according to one of the preceding claims, is characterized in that the first planetary gear set (2) is arranged between the paired disks of the friction wheel variable speed transmission (1).

5. Split performance power train according to one of the preceding claims is characterized in that it has two clutches ( $K_v$  and  $K_r$ ), whereby the ( $K_v$ ) clutch forms a detachable link in the motor shaft (6) with the ring gear (11') of the second planetary gear set (3) and the ( $K_r$ ) clutch forms a detachable link with the ring gear (11') of the second planetary gear set (3) with the sun wheel (10'') of the third planetary gear set.

6. The split performance power train, according to one of the preceding claims, is characterized in that the external toroid disks (7 and 8) of the friction wheel variable speed transmission (1) act upon the engine speed, whereby one of the external toroid disks (7) is linked directly and the second toroid disk (8) is linked across the fixed link (9) of the first planetary gear set (2) with the motor shaft (5) and whereby the motor shaft (5) is linked across the fixed link (9) of the

first planetary gear set (2) with the fixed link (9') of the second planetary gear set (3).

7. The split performance power train, according to one of the preceding claims, is characterized in that the required power of the friction wheel variable speed transmission (1) is conducted to the sun wheel (10) of the first planetary gear set (2) where it is transmitted across the ring gear (11) of the first planetary gear set (2) through a second paired disk set of the friction wheel variable speed transmission (1), viewed in the direction of the flow of power, to the sun wheel (10') of the second planetary gear set (3) and that in the second planetary gear set, the share of the friction wheel variable speed transmission (1) and the direct share of the engine speed accumulates across its ring gear (11') by the activation of one of the two clutches Kv and Kr on the motor shaft (6).